COTTAM & Co.,
OUTFITTERS.

Ex. S.S. JAPAN.
WHITE SHIRTS,
DRESS SHIRTS,
WASHING SCARVES,
&c., &c., &c.

The Hongkong Telegraph.

THE UNITED ASBESTOS ORIENTAL AGENCY,

Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL, CARLILL & Co, General Agents.

ESTABLISHED 1881.

NEW SERIES No. 699. 光緒二十二年八月十九日 WEDNESDAY, SEPTEMBER 15, 1897. 三拜禮 第五十月九英港香號

THIRTY DOLLARS PER ANNUM.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE :—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £375,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3¾ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 2nd June, 1897. [31

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital ..... £ 500,000

HEAD OFFICE :—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | Chan Kit Shan, Esq.
H. Stoltenhoff, Esq. | Chow Tung Shang, Esq.
J. T. Lauts, Esq. | Kwan Hoi Chuen, Esq.

Acting Chief Manager,
GEO. MUNRO.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per Cent. per Annum.

Hongkong, 11th August, 1897. [7

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND ..... $ 7,000,000
RESERVE LIABILITY OF PROPRIETORS ... $10,000,000

COURT OF DIRECTORS:
ST. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING.—Deputy Chairman.

C. Beermann, Esq. | A. I. Raymond, Esq.
G. D. Böning, Esq. | R. L. Richardson, Esq.
G. B. Dodwell, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.
David Gubbay, Esq. | Gerald Slade, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 14th August, 1897. [3

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1897. [9

Intimations.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICES, on SATURDAY, the 25th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1897.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 25th September, both days inclusive.

DOUGLAS LAPRAIK & Co,
General Managers.

Hongkong, 3rd September, 1897. [1351

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE.

A CERTIFICATE of 11 Shares numbered 3968/3978, standing in the Register of this COMPANY in the name of HETTIE BUDD TOMES, having been LOST, Notice is hereby given that a duplicate certificate for the said 11 Shares will be issued one month hence and that the original certificate, unless produced within that period, will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 18th August, 1897. [1267

A. S. WATSON & CO., LIMITED.

TO AERATED WATER MANUFACTURERS AND OTHERS.

NOTICE is hereby given, that all AERATED WATER BOTTLES and SYPHONS bearing the Company's Name and Trade Mark are its property solely and that any Manufacturer using the same or any Person or Persons other than the Customers of the Firm found in possession of the same will be proceeded against as the law directs.

HENRY HUMPHREYS,
for Secretary.

Hongkong, 19th August, 1897. [1276

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS CONTRIBUTED during the Half Year ended 30th June, 1897, on or before the 15th September, on which date the ACCOUNTS will be CLOSED.

By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.

Hongkong, 25th August, 1897. [1306

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to refer to; its FUNDS, annually increasing, amount to £8,086,402 Stg. Tee premiums are moderate; and all modern features consistent with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd March, 1896. [87

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £2,000,000
TOTAL FUNDS AND SECURITY £2,480,053
NET ANNUAL FIRE PREMIA ..... £ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1897. [74

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [28

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1896. [26

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th MAY, 1894. [30

Intimations.

CUSTOMS NOTIFICATION.

WEST RIVER REGULATIONS.

COPIES of the WEST RIVER REGULATIONS can be obtained on application to the Commissioners of Customs at Kowloon (Hongkong), Lappa (Macao), Canton, Shamshui, and Wuchow.

Vessels trading on the West River will be required to take out Arms Certificates in accordance with the Regulations on or before the 1st of October next. The necessary blank forms may be procured from either the Kowloon, Lappa, or Canton Customs.

Beginning with the 1st October, vessels entering or leaving the West River by Wongmoon and Kerr Channel will be called on to take out and surrender the West River Pass at the Wongmoon (Customs) Station, instead of at the Capsuimoon Station as hitherto.

E. B. DREW,
Commissioner of Customs.

Custom House,
Canton, 13th September, 1897. [1403

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently, an INTERIM DIVIDEND of 3 PER CENT. was Declared on the Company's PREFERENCE SHARES for the Six Months ending 30th June, this being at the Rate of 6 PER CENT. per Annum.

The DIVIDEND WARRANTS will be ready on the 1st October.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 30th inst., inclusive.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 9th September, 1897. [1382

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on SATURDAY, the 2nd October proximo, at Twelve o'clock, NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of Declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 2nd October proximo, both days inclusive.

By Order of the Board of Directors,
W. H. RAY,
Secretary.

Hongkong, 11th September, 1897. [1395

FOR SALE.

ONE BROWN GELDING, 6 years old; perfectly sound; good driver.

One Set WEST END BROWN LEATHER, brass-trimmed harness.

One Four-seated "SURREY" (pigskin trimmed) complete.

All in Good Condition.

A. H. RENNIE,
Ice House Street.

Hongkong, 8th September, 1897. [1380

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Mirzapore*	T. Wickenden	About 18th Sept...	Freight or Passage
JAPAN	*Socotra*	J. Paine, R.N.R.	About 22nd Sept...	Freight only. (Passing through the Inland Sea): See Special Advertisement.
LONDON, &c. ...	*Rohilla*	F. Cole	Noon, 23rd Sept...	
JAPAN	*Ancona*	W. D. Mudie	Noon, 24th Sept...	Freight or Passage. (Passing through the Inland Sea).
LONDON	*Japan*	T. Leigh	About 28th Sept...	Freight or Passage.
JAPAN, &c.	*Sunda*	S. G. D. Andrew, R.N.R.	About 29th Sept...	Freight or Passage. (Passing through the Inland Sea).
SYDNEY, &c. ...	*Candia*	G. K. Wright, R.N.R.	Early in October.	Freight only.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 10th September, 1897. [5

HONG KONG CENTRAL MARKET BUTCHERY
11 13 15
PRIME BEEF & MUTTON
CORNED BEEF & TONGUES
VEAL SAUSAGES
Hongkong, 1st May, 1897. [116

ENQUIRE AT MANAGER'S OFFICE HONGKONG HOTEL FOR PARTICULARS OF
REDUCED
BOARD AND LODGING RATES FOR CERTAIN ROOMS.

W. POWELL & CO.
NEW BOOTS & SHOES.
Hongkong, 11th September, 1897. [19

SCHIEDAM SCHNAPPS.
TRADE MARK. 禮和洋行
Hong Name:— YUEN WO.
TELEPHONE, No. 135.
$7:00 per Case of 15 Bottles.
H. PRICE & CO.,
(LATE GANDE, PRICE & CO.)
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 1st September, 1897. [16

THE CLUB HOTEL, 5, BUND, YOKOHAMA.
HOTEL METROPOLE, 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA | L. DEWETTE, Manager, TOKYO. [48

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY. LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quantities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT ..... THOS. SKINNER.

1245] DODWELL CARLILL & Co., General Agents.

MOUNT AUSTIN HOTEL.

This HOTEL having been SOLD to the WAR DEPARTMENT will be

CLOSED

TO-MORROW, the 16th inst. at NOON.

JOHN D. HUMPHREYS & SON.

Hongkong, 13th September 1897 [24

PORT WINE.

THE CELEBRATED GUEDES' "3 GRAPES" BRAND.

In cases of 1 doz. bot. ..... $24 per case.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th August, 1897. [26

Ex. P. & O. S.S. SUMATRA.

KUPPER'S PILSENER BEER.

TELEPHONE— 75.

The most popular Beer in Hongkong, always bright and clear, with absolutely no sediment.

15, Queen's Road, SOLE AGENTS:

CALDBECK, MACGREGOR & Co.,

Hongkong, 11th September, 1897 14

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION, Commanding Magnificent View of the City and Harbour, the Mainland of China, and numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-East winds in winter.

A Covered Way is being constructed from the Station to the Hotel.

THE HOTEL IS NOW UNDER EUROPEAN MANAGEMENT.

GEO. J. CASANOVA, Manager.

CITY OFFICE, No. 7, Duddell Street. [1353

AMANO NATURAL MINERAL WATER.

THE MOST PLEASING TO THE TASTE.
ONCE TRIED, ALWAYS PREFERRED.
SAMPLE BOTTLES MAY BE HAD FROM

L. M. ALVARES & CO.,
SOLE AGENTS IN CHINA.

Hongkong, 4th August, 1897. [443

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

23]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

ELECTRIC SMELTING and Refining	$13 00	British Central Africa, by Sir H. H. Johnstone	12.50
Naval Gunnery, by Capt. Garbett, R.N. ...	3 50	An Exile in London, by Savage	1.40
The Psychology of the Emotions, by Ribot	4.00	Don Balasco-Key West, by Gunter	1.40
Hannibal "Heroes of Nations" series ..	3.50	A Mainlige in China, by Mrs. Archibald Little	1.50
Julian the Emperor, by C. W. King	3.50	The Fascination of the King, by Boothby	1.50
Hallucinations and Illusions, by Parish...	4.00	The Juggler and the Soul, by Miss Mathers	2.50
Life of Queen Victoria, by Barrett Smith..	2.50		
Redan "Windham"	2.50		

Hongkong, 9th September, 1897. [18

To-day's Advertisements.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (NOS. 16 OF 1873 AND 20 OF 1895)

AND

IN THE MATTER OF AN APPLICATION ON BEHALF OF J. & P. COATS, LIMITED, FOR LEAVE TO REGISTER TWO TRADE MARKS.

NOTICE is hereby given that J. & P. COATS, LIMITED, carrying on business at Ferguslie Thread Works Paisley, in the County of Renfrew in that part of the United Kingdom of Great Britain called Scotland, have, on the 7th day of September, 1897, applied to His Excellency the Governor of Hongkong for leave to register TWO TRADE MARKS in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of the said Company.

The said Trade Marks have been or are intended to be used in respect of Class 23 COTTON YARN and THREAD.

Facsimiles of the said Trade Marks can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong or to the Undersigned.

Dated the 15th day of September, 1897.

JOHNSON, STOKES & MASTER,
Solicitors for
[1417] J. & P. COATS, LIMITED.

THEATRE ROYAL.

PROFESSOR BOSAKOVSKI, who is on a Tour Round the World, will give the FIRST of a Series of TWO ENTERTAINMENTS AT THE THEATRE ROYAL ON SATURDAY the 18th September, commencing at 9 P.M.

PRICES OF ADMISSION.

DRESS CIRCLE $3
STALLS $2
BACK SEATS $1

Soldiers and Sailors in Uniform Half Price to Back Seats.

Tickets can be obtained at Messrs. W. ROBINSON & CO's. Music Warehouse.

Hongkong, 15th September, 1897. [1418

PUBLIC AUCTION OF FURNITURE AT THE MOUNT AUSTIN HOTEL.

THE SECOND SALE of the FURNITURE of the MOUNT AUSTIN HOTEL will take place on TUESDAY, the 21st September, 1897, commencing at 2.30 P.M., in the NEW BALL ROOM of the HOTEL, when the Undersigned will Sell by PUBLIC AUCTION A LARGE QUANTITY OF VALUABLE BEDROOM FURNITURE OF EVERY DESCRIPTION.

Catalogues will be issued.

On View from SUNDAY, the 19th September.

TERMS OF SALE:—Cash on delivery.

N.B.—In addition to the usual tram service, special cars will run every quarter of an hour from 2.30 P.M. to 3.30 P.M.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 15th September 1897 [1414

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship "TSINAN," Captain Ramsay, will be despatched TO-MORROW, the 16th instant, at Daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and *vice versa*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th September, 1897. [1376

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

THE Company's Steamship "TEUCER," Captain Riley, will be despatched TO-MORROW, the 16th instant, at Noon.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents

Hongkong, 15th September, 1897. [1415

FOR SHANGHAI AND CHINKIANG.

THE Steamship "NANYANG," Captain Th. Lehmann, will be despatched for the above Port TO-MORROW, the 16th instant, at 4 P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, 13th September, 1897. [1415

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1790

Intimation.

A. S. WATSON & CO., LIMITED.

BY APPOINTMENT.

WINES & SPIRITS.

WE beg to call attention to our PRICE LIST OF WINES AND SPIRITS as below:—

As these are all selected and bought first hand by our London House we save any intermediate profits and are thereby enabled to supply the best qualities at Moderate Prices.

PORT.

(*For Invalids and General Use*).

	Per doz. Case.	Per Bot.
B VINTAGE, superior quality, Red Capsule	$14.40	$1.20
C FINE OLD VINTAGE, superior quality, Black Seal Capsule	16.20	1.35
D VERY FINE OLD VINTAGE, extra superior, Violet Capsule (*Old Bottled*)	20.40	1.70

SHERRY.

	Per doz. Case.	Per Bot.
B SUPERIOR PALE DRY, dinner wine, Green Seal Capsule	$10.80	$0.90
C MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00	1.00
CC SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	12.00	1.00
D VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule	14.40	1.20
E EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (*Old Bottled*)	20.40	1.70

B, C, and CC are excellent dinner Wines or for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

CLARET.

	Per Case, 1 doz. Qts.	Per Case, 1 doz. Pts.	Per Bot. Qts.	Per Bot. Pts.
B ST. ESTEPHE, Red Capsule	$ 6.96	$ 7.56	$0.60	0.35
C ST. JULIEN, Red Capsule	9.00	9.60	0.75	0.40
D LA ROSE, Red Capsule	12.96	13.92	1.10	0.60
SAI TE FOY	7.20	7.92	0.60	0.35
CUSSAC	9.60	10.44	0.80	0.45
CHATEAU D'ANGLADE	13.20	14.40	1.10	0.60
CHATEAU HAUT BRION LARRIVET	18.60	19.20	1.60	0.80
CHATEAU MOUTON D'ARMAILHACQ	21.00	22.20	1.80	0.90

Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape, and are not artificially made from raisins and currants, as is generally the case with cheap Wines.

BRANDY.

	Per Case, 1 doz.	Per Bot.
A HENNESSY'S OLD PALE, Red Capsule	$18.00	$1.50
B SUPERIOR VERY OLD COGNAC, Red Capsule	21.00	1.75
C VERY OLD LIQUEUR COGNAC	24.00	2.00
V.O. *D* HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC, 1872 Vintage, Red Capsule	36.00	3.00
V.V.O. *E* FINEST VERY OLD LIQUEUR COGNAC, 1862 Vintage	48.00	4.00

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.

	Per Case, 1 doz.	Per Bot.
SCOTCH—		
A THORNE'S BLEND, White Capsule	$10.80	$0.90
B WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80	0.90
C WATSON'S ABERLOUR-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00	1.00
D WATSON'S H.K.D BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40	1.20
E WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	15.00	1.25
DANIEL CRAWFORD'S FINEST VERY OLD SCOTCH WHISKY	14.40	1.20

Our lowest priced Whisky is of excellent quality and of greater age than most brands in the market. We recommend our customers not to be deterred by the lowness of price from trying them all. For a soda whisky, Thorne's Blend and Watson's Glenorchy are equal to any. Aberlour-Glenlivet is a very old Peat Whisky (smoky) that could not be replaced in stock at the price. D and E are too well known to need comment.

IRISH—	Per Case, 1 doz.	Per Bot.
A, JOHN JAMESON'S OLD, Green Capsule	$12.00	$1.00
B JOHN JAMESON'S FINE OLD, Green Capsule	15.00	1.25
C JOHN JAMESON'S VERY FIND OLD, Green Capsule	18.00	$1.50

All these are very fine and old. C has been stocked in Hongkong in wood for over 20 years, there being little sale for Irish Whisky in the Colony.

AMERICAN—	Per Case, 1 doz.	Per Bot.
GENUINE BOURBON WHISKY, FINE OLD. Red Capsule, with our Name and Trade, Mark	$15.00	1.25

GIN.	Per Case, 1 doz.	Per Bot.
A FINE OLD TOM, White Capsule	$ 7.20	$0.60
B FINE UNSWEETENED, White Capsule	7.20	0.60

RUM.		
FINEST OLD JAMAICA, Violet Capsule	$15.00	$1.25
GOOD LEEWARD ISLAND	6.00	0.50
GOOD LEEWARD ISLAND	$2.50 per Gal.	

LIQUEURS.

BENEDICTINE.	BLACKBERRY BRANDY.
CURACOA.	MARASCHINO.
CHARTREUSE.	HERRING'S CHERRY
CREME DE CACAO.	CORDIAL.
PEPPERMINT.	

DR. SIEGERT'S ANGOSTURA BITTERS.

AND

AERATED WATERS.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 17th August, 1897. 16

DEATH.

On the 7th instant, at Fern Cottage, Orchard Road, Singapore, CHARLES PAUL DERRICK; aged 32 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 15, 1897.

REUTER'S MESSAGES.

THE NORTH-WEST FRONTIER.

LONDON, September 13th.

The Afridis, in great force, are attacking all the posts on the Samana range and have captured fort Saragari, massacring, it is believed, the garrison of 21 men.

Generals Elles and Blood's columns advanced into the Mohmand country on the 15th instant.

THE "TIMES" ON THE SILVER RESERVE SCHEME.

The *Times* in its money article absolutely condemns the silver reserve scheme and the Banking circles follow suit.

THE "TIMES" ON JAPAN.

The *Times* in an article commending Japanese finance, concludes by saying that Japan should find no difficulty in placing five per cent. loans on the European market.

STRIKES IN THE UNITED STATES.

A Sheriff's posse at Nanticoke, Pensylvania, fired into a body of miners who were on strike, for hustling the Sheriff. Twenty-one of the miners were killed and forty-one wounded, most of whom were Hungarians. General indignation is expressed.

THE TYPHOON.

The Observatory officials report to-day as follows:—

On the 14th at 9 p.m.: North cone hoisted. The typhoon, moving apparently towards W.N.W. appears to have entered the China Sea to the North of Bolinao. Northerly to Easterly gale expected in Hongkong. On the 15th at 11.15 a.m.: The centre of the typhoon seems to be situated to the W.N.W. of Bolinao, apparently now moving slowly Westward. It is, however, uncertain whether this direction will be maintained. The barometer has fallen on the whole in the neighbourhood of Hongkong and the Gulf of Tongking, risen a little in the Formosa Channel. FORECAST:—Strong N, and N.E. winds and threatening weather. N and N.E. gales in the N part of the China Sea.

The Black Cone pointing upwards indicates that the centre of the typhoon is within 30 miles and to the north of the colony.

As soon as the cone went up on the *Victor Emanuel* this morning there was the usual speedy exodus of junks, sampans and cargo boats from their accustomed moorings off the Praya Central, West and East, most of them making for shelter places down about Causeway Bay. One private whaleboat has already been hoisted on the davits on Praya East and the harbour in this locality presents a very deserted appearance. The sky has been overcast all day and in the forenoon a stiff nor' wester blew at intervals. At 9 a.m. Gap Rock reported a fresh North-easter and Cape D'Aguilar reported light to fresh South-westerly winds.

The manager of the Messageries Maritimes courteously informs us that the date of the *Saghalien's* departure for Europe has been postponed from noon to-day till noon to-morrow owing to the threatening appearance of the weather.

LOCAL AND GENERAL.

MOUNT Austin Hotel closes at noon to-morrow. *Vide* adv't.

A MEETING of the Sanitary Board will be held to-morrow at 4.15 p.m.

MAJOR and Mrs. Pemberton left Singapore, homeward bound, by the *Salamis* on the 7th inst.

THE British steamer *Wilhelm* arrived at Singapore on the 7th instant from Macassar with the Dutch barque *Nachtegal* in tow.

THE four men, charged as vagrants, who were found sleeping out at Hungham, were brought up on remand to-day and sentenced to 14 days' hard labour each.

IN the *Singapore Free Press* of the 7th instant the following, under a "full head," appears:—"A bank wire to Singapore yesterday notified the advance of the rupee to 1s. 4d. 3/32. Long looked for, come at last."

COMMANDER Dormer, of H.M.S. *Pigmy*, had the misfortune to lose his gold watch when he was at Bangkok the other day, and we now learn from the *Siam Free Press* that Inspector Prasan recovered the watch and has had three natives before the magistrate charged with the theft of Captain Dormer's timepiece.

ON the 23rd ultimo the Paris *Figaro*, otherwise the *Parisian Spitfire*, in a leading article supposed to have been inspired by M Hanotaux, French Minister for Foreign Affairs, advises the formation of a Franco-German combination against Great Britain. The article goes on to say that a duel is inevitable between Germany and Great Britain to prevent the formation of new combinations between Australia and South Africa.

AT the Magistracy to-day a prisoner, No. 164, in Victoria Gaol, was charged with aiding a prisoner confined in the Gaol in attempting to escape. Warder Souza said at 7.30 this morning he called the time-expired prisoners to the office in order to discharge them. One of them was No. 176 and gave defendant's name and was wearing his coat. He knew at the time that the prisoner was not the right man. He would have been discharged on the 22nd instant, which was the expiration of his sentence. The defendant said that they accident ly changed their clothes at washing. Walter Bain, in charge of the short-sentence prisoners, said the men had their bath on Saturday and they could not have changed their clothes accidentally. Defendant was sentenced to six months' hard labour.

MESSRS Lane and Crawford's shipment of 20 carcases of Australian frozen mutton per *Guthrie* was all sold yesterday to the Hongkong Hotel, the C.P.R. Co. and private buyers. Those who have tried the meat speak of it in high terms both as to taste and quality. The price reached 18 cents per lb., owing to the low rate of exchange, but the buyers seemed to be well satisfied. We hope to see Messrs Lane, Crawford & Co. make this yet a very important trade, and their enterprise should be duly appreciated.

PROFESSOR Bosakorski, who is on a tour round the world with his wife and family, has, as will be seen by an advertisement in this issue of the *Telegraph*, made arrangements to give a couple of entertainments in the Theatre Royal, the first taking place on Saturday next. He comes with credentials setting forth that he has performed many wonderful tricks before the Tsar, the Emperor of Austria and the Mikado, and has given successful shows in Japan and Shanghai on his way hither from Siberia. One of the features of his entertainment is the sudden disappearance from the stage of a horse and another is a representation of the professor's unpleasant experiences when attacked by a runaway Siberian prisoner, one Evan Popoff to wit.

ACTING Sergeant MacCauley performed a very plucky action on Sunday night in rescuing from drowning two women and a boy who attempted suicide a little after 9 o'clock by jumping off the Praya wall near the Canton Wharf. The officer heard a noise at the place and saw one woman in the water. He plunged in after her and then the other two bobbed up. MacCauley got hold of them all and a boy jumped off a launch near by with a life buoy. The officer got one of the women and the boy into safety but his assistant had a tough struggle with the other woman who made desperate efforts to drown herself and nearly drowned her rescuer. The constable succoured him and the three would-be suicides were got ashore and taken to the Government Civil Hospital. They pleaded poverty as their reason for the rash act. The boy who came in so pluckily to the constable's aid swallowed so much of the foul water that he was sick for a long time after. At the Magistracy to-day, the trio were remanded for a week to enable enquiries to be made about them.

THE result of the meeting of the Engineers' Committee this afternoon, says the *Straits Times* of 6th inst., and of some informal negotiations just preceding it, is that the strike is at an end. The Straits Steamship Company have agreed to pay the enhanced rates to all their engineers and to re-instate—this being made a *sine qua non* by the Association—the chief and second engineers of the steamer *Malacca* whom they had announced they would not take back. The Chinese owners practically gave way on Saturday, but their formal concession of the points raised follows that of the Straits Steamship Company, with whom they have been more or less associated in this shortlived struggle. The Engineers' Association on their part have agreed to send back at their own expense the men the employers brought from Calcutta. The strike commenced on the 1st of September, and has thus lasted less than a week.

THE following extracts of meteorological observations made at the Hongkong Observatory during August are taken from the Acting Director's report as published in the *Gazette* on 11th September:—The mean barometric pressure was 29.77; mean temperature 80.9 and the mean wind velocity 9 miles per hour, these three means being almost identical with those of ten years. The rainfall, however, was considerably above the average, being 25.55 inches, an excess of 11.66 inches over the ten-yearly mean. Naturally the sunshine and humidity have been affected thereby, the former being 42.7 hours less and the latter 3 per cent. higher than the respective means of ten years. The highest temperature recorded was on the 22nd, when the thermometer read 89.2, and the lowest was on the 15th when it fell to 73.1. The greatest rainfall was recorded on the 2nd when 5.015 inches fell, but the 1st and 15th show heavy falls of 4.42 inches and 4.43 inches respectively. Rain fell on 21 days during the month and on six of these no sunshine whatever was recorded. The 27th stands first in the matter of sunshine, 11.6 hours being recorded on that day.

A FEW weeks ago we (*Singapore Free Press* of 7th Sept.) had occasion to mention the fact that a recruiter on his way here from China by the *On Sang* was thrown overboard by a number of the coolies who were passengers on board. Four men were committed to the Assizes, and the case stands on the present calendar. Yesterday (6th) on arrival about noon the *Kut Sang* had to report a precisely similar case. Thirteen Chinese coolies are in the hands of the police, and will be charged with attempting to murder their recruiter by throwing him overboard and causing him to drown, while the steamer was on her way down from Hongkong. The deceased, it appears, had recruited two batches of 18 coolies at Hongkong, the accused being part of them, for Singapore, and it is alleged that on the third night after leaving Hongkong they seized him and after gagging him threw him overboard, the theory being that having got rid of him they would also rid themselves of their engagement on arrival at Singapore. They seemed to have reckoned without their host, as on Mr. Simon D'Souza, the boarding officer of the Chinese Protectorate, going on board, he found the accused without their recruiter, and on his suspicions being aroused and enquiry made, it was found that the deceased had come to his death apparently by some foul means.—Surely these coolies would not do the "recruiters" to death if they were as *free* as they should be on leaving this colony. The local Emigration Ordinance doesn't seem to afford as much protection to the individual as is generally supposed. It is to be hoped that the acts and system on which the "recruiters" gather together and ship their human freight will be looked into by the authorities.

ON the 2nd inst at Kobe, the British Consul held an inquiry into the death of John McGonigal, late second mate of the British ship *Foyledale*, who was washed overboard in the China Sea on May 20th. Michael McCann, the Captain, produced the log containing an entry of all he knew about the occurrence. His Honour found that deceased met his death by being washed overboard on May 20th, 1897, and that owing to the severe weather no assistance could be rendered.

THE Bar and the Tilak Sedition Case:—Mr. L. J. Robertson, Secretary of the Bombay Bar Association, writes to the *Bombay Gazette*:—"I have been directed on behalf of the Bar to inform you that it is not the case, as has been stated, that the European members of the Bar have refused to appear for Mr. Tilak. Every barrister is bound to accept any brief offered to him, provided it will not interfere with his other engagements, and is accompanied by an adequate fee."

THE OUTWARD MAIL.

A Supplementary Mail for Europe, &c. by the Messageries Maritimes liner *Saghalien* will be closed to-morrow, the 16th instant, at 11 a.m. Registration ceases at 10 a.m.

CAPTAIN KANE, who commanded the British cruiser *Calliope* at Samoa in 1889, and made an ever-memorable escape from that port in a terrific hurricane that drove several American and German warships on to the reefs, where their bones may now be found, has been obliged through ill health to give up his appointment at the Admiralty as director of Naval Ordnance.

DINNER TO A CHINESE AMBASSADOR.

His Excellency Sir Chang Yin Huan, K.C.M.G., the special Ambassador at the Diamond Jubilee celebration in London, in June last, was entertained at dinner last evening by the leading Chinese merchants at the Tsing Wa Club. Mr. Ho A-nei presided and among those present were H.E.'s secretary, Chan Oi-ting, Hon. Dr. Ho Kai, Messrs. Li Sing, Liao Tsz Shau, Kau Kim Hing, Li-Hong Mi, and other prominent Chinese residents. The dinner was *à la Chinois* and was served up in most elaborate fashion. The samshu and mandarin wine were displaced by good Scottish whisky and soda (a step in the direction of the awakening of China!) A theatrical performance gave the guests much pleasure after the more serious part of the proceedings was over and a very happy gathering dispersed shortly after 11 p.m. His Excellency left for Canton this morning by the steamer *Honan*.

AN INSOLENT HOTEL BOY.

A good deal of time was occupied at the Magistracy to-day with a case in which No. 29 boy, of the Hongkong Hotel, charged two Spanish gentlemen boarding at the Hotel with assault. A cross summons was taken out against the boy for using insulting language and behaving in an insolent manner.

Mr. J. Remedios acted as interpreter.

Mr. Holmes appeared for the boy and Mr. K. W. Mounsey for the Spaniards

The boy's evidence was first heard. He said he was attending the defendants at dinner and when he happened to drop a piece of ice in one the defendants' glass it splashed him. The defendants then assaulted him, striking him on the face and body causing him considerable pain. One of them afterwards threw a glass of water in his face. He denied being insolent.

The cross case was then heard. The ex-Manager of the Hotel (Mr. Goodchild) deposed to the complainants having made a complaint to him of the boy's conduct and subsequently he heard through the compradore, that the directors were of opinion that the case should be taken to the Police Court.

Mr. Wright, steward of the hotel, gave defendant a "fair" character and denied that he had heard any complaint as to this boy.

Mr. Goodchild said he had no complaints against this boy before. When complaints were made the boys offending were at once discharged.

One plaintiff said they had approached the manager and complained many times.

Mr. Goodchild to Mr. Mounsey—Complaints had been made to him from time to time of the boys. He had never heard of the directors before telling people they had nothing to do with these things and that they would have to be fought out in court. To the Bench—The Chinese were very much against the Portuguese of Macao and whenever they saw dark-skinned people they did not like to wait on them. He had told them they must be polite and civil to all visitors and he had told the No. 1 and No. 2 boy to see that the dark-skinned people were properly treated.

One of the Spaniards stated that when at dinner with some friends, his countryman asked for some ice. The boy, who was very insolent, brought it and threw it into the glass splashing his face and coat. His friend was annoyed but took no notice of this. When asked for the chit the boy brought it and banged it heavily on the table and made use of a foul expression. Then his friend threw the water in his face. Nothing was said to the boy at all.

Mr. Mounsey for his clients, admitted the throwing of the water. It was a well-known fact that the boys at the Hotel were insolent and that complaints had been made to the manager, and the directors took the extraordinary step of informing visitors that if they complained of the conduct of the boy they would have to fight out their quarrels in court. One would think the directors would do their best to secure polite and intelligent boys. These gentlemen were foreigners and strangers and at the hotel they had paid their proper fees and given besides gratuities to the servants. Defendant was only a second-class boy, one of those who made it a point of being insolent to visitors. This was a matter that might well have been taken up by the directors; it was a most extraordinary way of doing things.

Mr. Holmes, for the boy, said strong remarks had been made regarding the management of the Hotel. Probably the directors or the chief directors were not satisfied with the complaint and thought it would be only fair and proper to have the matter sent to court. The manager and steward denied that complaints had been made to them, and the steward gave the boy a fair character.

Mr. Wodehouse said he had gone carefully into the case and he was of opinion that the whole affair arose through the boy's intolerable insolence. These gentlemen had been living at the hotel with not a word against them and they had to put up with this kind of treatment. It was the case that water was thrown at the boy, and in consequence of that the whole trouble arose. There was a limit to human forbearance and he was surprised, not so much that the water was thrown, as that they did not subject the defendant to severer treatment instead. He often had occasion to tell House and hotel boys in European employ that, so long as they did their duty civilly and properly they would always have the support of the court if they were assaulted. There was nothing he objected to so much as assaults by Europeans on Chinese boys. If the boys expected support they should do their duty properly; if they were insolent in their demeanor and aggravating they could not expect the support of the bench. In this case, although an assault had been committed, he was of opinion that it was not for him to make any punishment and the charge of assault was dismissed. As to the counter-charge of insolence and abusive language, as he had not inflicted punishment in the one case, he would not in the other.

Addressing the Spaniards, his Worship said he was very sorry that they had been so grossly and insolently used and he would not punish them. He was sorry such a thing had happened during their stay here and he was not surprised at what they had done. The conduct of the boy had been most aggravating and if they had confined themselves to reporting to the manager he would have had much pleasure in punishing him.

His Worship asked the Hotel Steward to report to the directors the opinion he had affirmed as to the boy's conduct.

NEWS IN ADVANCE OF THE ENGLISH MAIL.

HORSELESS VEHICLES.

London, August 13th.

The first real effort at horseless vehicles in London was made on Thursday when a company placed a dozen electrical cabs on the streets. They resembled coupes. The accumulators consist of 40 cells capable of propelling them 50 miles at a cost of 10 cents. The rear wheels do the driving and the front wheels the steering. They possess heavy rubber tyres, upholstered spring cushions, and are lighted with electricity, are speedy and almost noiseless. They appear to be giving every satisfaction. The machines are under perfect control, and thread their way wonderfully through the traffic. The tariff is the same as for cabs.

THE INDIAN MINTS.

The *Times* publishes this morning a letter from an occasional correspondent who asserts that India is still an extensive purchaser of silver because 99 out of 100 natives are ignorant of the fact that the mints are closed. They believe they can exchange ornaments for rupees at any moment. When the truth becomes generally known there will be grievous cause for dissatisfaction. The correspondent adds: "The great dearth of rupees in India suggests the advisability of reopening the mints and raising the import duty on silver in order to make the value of silver equivalent to the value of a rupee."

DISMISSAL OF AMBASSADORS.

The St. Petersburg correspondent of the *Daily Telegraph* says:—"The diplomatic intrigue against the visit of M. Faure to Emperor Nicholas will result, I understand, in the dismissal of Baron De Mohrenheim, Russian Ambassador to France, and Count Lamsdorf de Montebello, French Ambassador to Russia. General de Boisdeffre, chief of the French staff, who is to accompany M. Faure, will replace Montebello here and will be presented with the credentials of the Russian Government immediately on arriving so as to be able to act as French Ambassador during M. Faure's visit."

THE SILVER QUESTION.

LONDON, August 20th.

The *Times* publishes a two-column special article to-day reviewing the effects of the closing of the India mints in connection with the visit of the American Bimetallic Commissioners. The article comments on "the characteristic coolness and boldness of American diplomacy in sending a bimetallic commission asking for the reopening of the Indian mints, at the same time dealing the worst possible blow at British commerce by passing the Dingley tariff. The closing saved the Indian Government from losses incident to a heavy fall in exchange and, consequently, from a disastrous increase of burden in its gold obligation. Undoubtedly it is true it also helped to keep down the gold value of silver bullion. But may not the question be raised whether the low price of silver is necessarily disastrous to India which purchases it so largely? Since 1893 India has been the only real wholesale customer for silver; other customers are of the retail order. The delicate adjustment relative to the prices of the rupee and silver formerly existing is rudely shattered by recent events. Since 1896, the rupee has risen and silver fallen. The fact is that the forces now acting upon the price of silver have become too tremendous to be dominated by such delicate influences as preceded the defeat of Bryan's silver party and Japan's adoption of the gold standard. Events have proved causes too potent to be withstood. It is clearly impossible," says the writer, "to treat seriously a commission which argues that unless we do something for silver at the next election the United States will return Mr. Bryan to the White House, to the lasting injury of British interests. It is not certain that Mr. Bryan will be elected, and not even certain that if he were elected we would suffer more than we should from a new McKinley with another McKinley Act. Moreover British investors in American securities will have time before the next Presidential election, and before the crash, to get rid of them. One thing is certain, we should be very foolish to do anything for silver. Even should the United States and France agree to adopt bimetallism and England to re-open the Indian mints, it would only bolster up silver for a brief space to fall again to its proper market price, so that Indian finances would be in a position as bad as before, if not worse."

The *Westminster Gazette* this afternoon echoes the editorial of the London *Times* this morning on bimetallism, and says it sees no chance of the Indian mints being re-opened to the coinage of silver, adding, "To fool any longer with President McKinley's commission is surely unnecessary. In declining to abide by the market value of silver as a standard of currency value India has taken steps towards demonetising silver. Japan and Russia have adopted a gold standard, and no one means to go back on it. Then, why not say so and not be deterred by threats of a possible Bryan victory to dismiss the question finally."

MANIPULATED IN LONDON.

A despatch to the New York *Herald* from Mexico says: "Exchange in New York has reached 145 premium. In other words it takes $2.45 Mexican money to buy an American silver dollar containing less silver than Mexican. This enormous depreciation of the Mexican dollar is ruining merchants. They are cancelling all orders for imports, many will close their stores as they cannot sell the stock on hand at a rate high enough to replenish them. They believe the price is unnaturally depressed, due to a conspiracy abroad. Meanwhile home manufacturers are booming, as the depreciation in silver makes a high tariff wall. Coffee, sugar, tobacco and sisal hemp planters are prosperous, as they sell abroad for gold and pay laborers in silver. Strange to say a Mexican dollar buys as much goods as ever it did, except the Imperial variety. The Government is hard hit, as it has to pay interest on the foreign debt in gold. Capitalists are flocking into the country to take advantage of the high premium and invest in gold. The belief here is that labor paid in silver will eventually win against labor paid in gold. Bankers here say a handful of men in London are manipulating the money world, which means that they are controlling the prices of the world."

THE FALL OF SILVER.

A despatch to the *Herald* from Valparaiso says: "The persistent fall in the price of her silver has caused a panic among the producers of Chili. Many of the principal mines of the Republic will be closed soon. If the price continues to fall ruin will be the only result."

THE COMMODORE'S CUP.

LONDON, August 16th.

The race for the Rear Commodore's Cup for the regatta of the Royal Albert Yacht Club started to-day in a half gale of wind. The yachts had their top-gear housed, and got away with a single reef in their mainsails. The Duke of Abbrom's Boss was first across the line, but the Emperor William's Meteor soon assumed the lead with Mr. Charles Rose's Aurora second.

The Aurora finished first, the Boss second, and Meteor third.

SCOURED BY THE FRENCH.

It is reported that another French detachment was recently surprised near Dabi by the Soudan by Lieutenant Tautrage, who were totally wiped out by French troops.

SALISBURY OBJECTS.

Peace negotiations between the ambassadors of the Powers and Tewfik Pasha, Turkish foreign minister, are not a complete standstill, which is due to the refusal of Lord Salisbury to allow Turkish occupation of Thessaly, pending partial payment of the indemnity agreed upon. Lord Salisbury's objection is based on the fear that occupation thus begun might become permanent.

DENIED BY WEYLER.

Captain-General Weyler, in a cable despatch from Havana to the *World*, denies the report that Evangelina Cosaio Cisneros, a young Cuban girl of 18, of great beauty, gentle breeding and pure life, has been tried or sentenced to imprisonment for 20 years in the Spanish penal colony at Ceuta. The girl is a niece of the President of the Cuban Republic.

BOXING.

Solly Smith, of Los Angeles, repeated his performance at Roby four years ago by knocking out Johnny Griffin of Boston in Frisco last night in the seventh round. It was Smith's fight from start to finish.

THE CANADIAN PREMIER AND THE COBDEN CLUB.

LONDON, August 16th.

A delegation of members of the Cobden Club, headed by Lord Farrer, called this afternoon at the Hotel Cecil and presented the Canadian Premier, Sir Wilfrid Laurier, with a special gold medal of the club, struck for presentation to the Canadian statesman in formal recognition of his attachment to Free Trade. The Premier, thanking the delegation, said the commercial supremacy of Great Britain was assured until the United States adopted Free Trade. Sir Wilfrid said later that he would sail for Canada by the steamer *Labrador* on Wednesday, and added: "I am glad to emphasize now I have been received everywhere in the most cordial manner, particularly by the Pope, who filled me with wonderment as to how so much vigorous and keen intelligence could be housed in such an emaciated body. The Pope was bent double and appeared to be in the frailest of health, though not troubled on any bodily account and his whole mental machinery brilliant. He showed great knowledge of Canadian affairs and I was charmed with his exquisite gentleness and sympathy."

THE KAISER IN RUSSIA.

At the state banquet given by the Emperor and Empress to Emperor William and Empress Augusta Victoria, Emperor Nicholas toasting his Imperial guests, said:—The presence of Your Majesties causes me very lively satisfaction. I desire sincerely to thank you for the visit, which is a fresh manifestation of the traditional bonds uniting us and the good relations so happily established between our two neighboring empires. It is at the same time a precious guarantee of the maintenance of the general peace, which forms the object of our constant efforts and our most fervent wishes. I drink to the health of the Emperor-King William and Empress-Queen Augusta Victoria, and to the health of all the members of their august family."

Emperor William shortly afterwards raised his glass to his host and said:—"I thank Your Majesties with a warm heart, speaking also in the name of the Empress, for the cordial and magnificent reception you have accorded us and for the gracious words with which Your Majesty has so affectionately welcomed us. I especially desire to lay at the feet of Your Majesty my most sincere and most grateful thanks for the renewed mark of distinction which comes as such a surprise to me—I mean the enrolment of myself in Your Majesty's glorious navy. This is an especial honor, which I am able to appreciate to its full extent, and an honor which at the same time confers a particular distinction upon my own navy. It is a fresh proof of the continuance of our traditional intimate relations. Founded upon the unshakable basis of Your Majesty's unalterable resolutions to keep your people in peace, in future as in the past, it finds in me also the gladdest echo. Thus we will pursue the same paths and strive unitedly, under the blessing of peace, to guide the intellectual development of our peoples. I can, with full confidence, lay this promise anew in the hands of Your Majesty, and I know I have the support of my whole people in doing so, that I stand by Your Majesty's side with my whole strength in this great work of preserving the peace of the nations, and I will give Your Majesty my strongest support against anyone who may attempt to disturb or break the peace. I drink to the welfare of Your Majesty." The sentence in which Emperor William pledged Emperor Nicholas his support against any attempt to break the peace of the nations was spoken in Russian.

THE ORDER OF CHRIST.

About two months ago we announced that the King of Portugal had conferred upon Captain Hugh Craig, the genial commander of the E. and A. Company's steamer *Guthrie*, and formerly of the *Menmuir*, the knighthood of the Royal Military Order of Our Lord Jesus Christ, in recognition of services rendered from time to time, and especially during the comparatively recent rebellion in the Island of Timor. At the time we made the announcement that "Hughie" had been decorated, the worthy recipient had nothing to show for it but a copy of the royal decree conferring the honour on him. A few days ago the Captain received the insignia of the Order and when he was passing through Hongkong yesterday with his good ship our lightning artist was despatched to get a sketch of the "decoration" and succeeded so well that we are now able to show Captain Craig's numerous friends just what the order looks like when the gallant skipper, in full dress, rises to respond, at the end of a voyage, to the toast, "Long life and prosperity to the noble possessor of the Order of Christ."

The Order of Christ was founded August 14, 1318, by King Dinis of Portugal, and confirmed in 1320 by Pope John XXII, who reserved it in right for himself to confer the Order upon persons of the highest rank. The Order, which was founded after the suppression of the Order of the Temple (the Knights Templars), is sometimes [illegible] for special or distinguished services.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before their Lordships Sir J. W. Carrington, Kt. C.M.G., Chief Justice, and Mr. A. G. Wise, Puisne Judge).

September 15th.

APPLICATION FOR LEAVE TO APPEAL TO THE PRIVY COUNCIL.

THE BANK OF CHINA AND JAPAN AND THE STRAITS, LIMITED, v. CHEONG YAU TO, CHEUNG YAU KUNG AND KAM SHI.

Mr. K. Robinson (instructed by Mr. H. L. Denny) appeared on behalf of Cheong Yau To and the other defendants in this matter. He moved for leave to appeal on the decision by the Full Court on 7th September this year dismissing the appeal of the defendants from the decision of the Chief Justice, delivered on 21st December, 1896. He now moved on behalf of the defendants for leave to appeal from the decision of the Full Court to Her Majesty in Council subject to compliance with the instructions contained in the judgment of 21st December, 1896, to appeal to the Council from this Court. The amount was considerably over £500 and he left their Lordships to consider what securities for costs ought to be given. He thought that in any case they should not exceed the sum of £300 sterling.

The Chief Justice—Are you asking for an absolute order or for an order to show cause.

Mr. Robinson—I am asking for leave to appeal, but the absolute order will only be made in three months or at the expiration of the time.

In answer to the Chief Justice Mr. Robinson said he was moving *ex parte*.

The Chief Justice asked Mr. Robinson if he had seen the case Low Lok v. Ryrie, 1885. In that case Mr. Francis, on behalf of the defendant, moved for leave to appeal to the Council and the following was the note by the Registrar: "Question raised as to petition being *ex parte* Mr. Francis said that the practice should be by petition *ex parte*. The Chief Justice said that notice should be given to the other side in future." Both his learned friend and himself thought that it should be *ex parte* as laid down in the rule of the Court.

Mr. Robinson asked His Lordship to refer to the case Bank of China v. Hall which was since 1885. Mr. Francis was in the case and it would be best for him to say what course was taken.

Mr. Francis—To the best of my recollection it was made *ex parte*.

The Chief Justice—I quite agree with you that it should be made *ex parte*, but there is this rule of the Court. Do you think that it was not followed?

Mr. Francis—I can't say for certain, but to the best of my recollection it was not followed.

The Chief Justice said that an application to that Court might and should be made *ex parte* and therefore he gave Mr Robinson leave to appeal subject to compliance with the instructions of 21st December, 1896.

Mr. Robinson asked what the amount the Court would fix for the guarantee of costs.

His Lordship—All other questions will be decided in chambers.

IN SUMMARY JURISDICTION.

(Before His Lordship Mr. A. G. Wise, Puisne Judge.)

September 15th.

STOLTENFOHT AND HAGEN v. HIM SHUM LOONG

His Lordship the Puisne Judge to-day delivered judgment in the above suit in which plaintiffs sought to recover $1000 damages for failure to take delivery of matches ordered by the defendant.

Mr. J. J. Francis, Q.C. (instructed by Mr. Rowley), appeared for the plaintiffs, and Mr. M. W. Slade (instructed by Mr. Looker) for the defendants.

His Lordship said:—This suit was brought in the Original Jurisdiction to recover $1,291.21 on a specially endorsed writ, being, according to the writ, "the balance of the price of goods bargained and sold by the plaintiffs to the defendant on March 13th and 17th, 1896, of which the defendants agreed to take delivery within two months after the arrival of each parcel in Hongkong, paying cash on delivery. The said goods arrived in Hongkong on or before Sept. 29th, 1896, and the defendants were duly notified of such arrival, but the defendants, having failed to take delivery within the contract time, plaintiffs sold the said goods after notifying the defendants of their intention to do so." Then follow particulars of the claim. The suit was then transferred, on the plaintiffs reducing their claim to $1000, to the Summary Jurisdiction of this Court. Fortunately in this case, the facts as stated by the witnesses for the plaintiffs are admitted or not disputed by the defendants. The facts are as follow, and, as there are two transactions in dispute in this case, it will be well to take them separately:—About March 7th, 1896, the plaintiffs got an order for 400 cases of coloured matches through a broker from the defendants. The plaintiffs then, by their salesman, filled up two documents (exhibit 1) in practically identical terms. They both had the same indent numbers and date. The first stated that the defendants had ordered from the plaintiffs certain goods as specified therein, to arrive at certain dates, and the second stated that the same goods had been ordered by the plaintiffs for the defendants to arrive at the same dates. The first was chopped by the defendants and kept by the plaintiffs and second was signed by the plaintiffs and kept by the defendants. Some time after the broker went to the plaintiffs and stated that the defendants wished the Chinese hong name put on the matches. This was agreed to and at some time, though it is not quite clear when, the plaintiffs added the words "with Chinese hong name" to the document already chopped by the defendants and kept by the plaintiffs, though, for some unexplained reason, they did not do so to the other document. The plaintiffs then wired to their correspondents at home, and, on receiving a reply that the order could be filled, they communicated with the defendants, and the salesman of the plaintiffs wrote "Settled, 13/3/96, J.B." on each of the two documents, and the broker took away and brought back with the signature of the defendant firm on it, the one which had been previously chopped by them and which the plaintiffs retained. It must be presumed, of course, that the other document with the words "Settled, 13/3/96, J.B." was returned to the defendants as they produced it at the trial. So far with regard to the first transaction. With reference to the second transaction the facts appear to be as follows:—About February 19th, 1896, the plaintiffs got an order for 600 cases of "Brilliant" matches at $30 a case, from the defendants. The plaintiffs then, as in the previous transaction, by their salesman, filled in two documents as before (Exhibit 2). The indent number (8652) was the same, and, though the dates vary, no objection was raised to this at the trial. The first stated that the defendants had ordered from the plaintiffs certain goods as specified therein to arrive at certain dates, and the second stated that the same goods had been ordered by the plaintiffs for the defendants, to arrive at the same dates. The first was chopped by the defendants and kept by the plaintiffs, and the second signed by the plaintiffs and kept by the defendants. Certain alterations were afterwards made in these two documents. After the plaintiffs had telegraphed home 300 cases was altered to 200 and the price from $30 to $30.50, but these alterations do not affect the present case. There was also another alteration about 7 or 10 days, to which no objection was taken by counsel for the defendants. However, on March 17th, 1896, after having heard from Europe, the plaintiffs, by their salesman, altered the dates of arrival on the document chopped by the defendants from "June, July, August," to "August, September, 1896, or sooner if possible about 60 per month." But on the document signed by the plaintiffs he only altered the dates of arrival to "August or sooner if possible." Having made these alterations he wrote "17/3/96, Settled, J.B." on each document. So much for the second transaction. It may be mentioned here that both exhibits (1 and 2) contain a clause to the following effect:—"If the respective parcels do not arrive in Hongkong within the periods respectively mentioned, either party to be at liberty, without rendering themselves liable in damages, to rescind this contract as regards the parcels not arriving in time, but no further." Of the 400 cases it was proved and admitted that the whole amount arrived in due time and with the Chinese hong name, and that notice of such arrival was duly given to the defendants and that they took delivery of and paid for 150 cases but failed to take delivery of the balance. With reference to the 200 cases it was admitted by the plaintiffs that only 165 had arrived by the end of May and they make no claim for the other 35 cases which arrived later. Of these 165 the plaintiffs also admitted that only 14 cases bore the indent number 8652, but they stated (and it is not disputed) that the matches tendered were otherwise of a similar description and quality as those ordered. The defendants were duly notified of the arrival of the 165 cases, and they actually took delivery of 50 cases and paid for them. About November, 1896, it was arranged between the plaintiffs and defendants that, as the market had fallen, the plaintiffs should hold over the balance of the matches until March, 1897; that the defendants should pay to the plaintiffs the sum of $1,000 on the general account, and this sum was duly paid. In March 1897, however, the defendants would not take delivery of the balance of the matches, and the matches were properly sold by the plaintiffs, the nett proceeds of the sale showing a balance against the defendants of $1701.21, reduced, as I have said before, to $1000 for the purpose of bringing this suit in this branch of the Court. Such are the facts of the case, and it cannot be denied that the defendants are entitled to their strict legal rights and nothing more. It is clear that they are trying to wriggle out of their legal liabilities on a purely technical plea simply because the market has gone against them. I am happy to say this course of conduct is exceedingly rare amongst Chinese merchants, who, as far as my experience goes, face their losses to the bitter end. For the plaintiffs Mr. Francis contended that exhibits 1 and 2 were not contracts, and that the two documents comprised in each exhibit were not analogous to bought and sold notes, and that one was simply an order and the other a copy of it—in fact, as I understand it, that each exhibit was merely an indent. He further contended that, if it was necessary to hold that there was a contract, the portion of exhibits 1 and 2 retained by the plaintiffs formed complete contracts, as being signed by both parties. However, I do not agree with that view, as, in my opinion, both papers in each exhibit must stand or fall together; in other words, that they were in the nature of a contract or that they were not. Mr. Slade, for the defendants, argued that exhibits 1 and 2 were intended for contracts and in the nature of bought and sold notes, and that being so, the variations as to description and time between the documents were material, and being material that the contracts were void. He further argued that if the contracts were void on the above grounds, the subsequent acceptance of a portion of the goods and the payment of $1000 was no ratification, as the goods were accepted and the payment made under the mistaken assumption that the contracts were binding; and he quoted several cases in support of his agreement (Sievewright v. Archibald, 17 Ad. & Ell 103, Grant v. Fletcher, 5 Barn. & Cress. 436, Gregson v. Ruck, 4 Ad. & Ell. 737). I am of opinion that, supposing exhibits 1 and 2 can be held to have the effect of contracts, the variance between the several documents was material and that the contracts were void, and that in such case the subsequent acceptance and payment under a mistaken assumption form no ratification. Mr. Slade further contended that even if his argument failed, yet that with regard to the 200 cases his clients would only be liable for 14, as it was admitted that only 14 bore the indent No 8652. In other words, that the goods bearing that No. were earmarked and allocated to the defendants immediately on the chopping and signature of exhibit 2. However, I do not agree with this argument, as I think the indent No. is merely a reference No., and that the plaintiffs were entitled to tender any goods provided they agreed with the conditions as to time, quality and description. It seems, therefore, to me that the question is—What is the effect of the documents comprised in exhibits 1 and 2? Are they binding contracts or are they indents or orders? Now an indent for goods to arrive is not a contract by itself. It may become a contract either on receipt of telegraphic acceptance from home or on arrival and notification of arrival of the goods. An indent too, so far as my experience goes, is usually one document; here there are two, and I must say it seems to me that this is the origin of the whole dispute. If there had only been one document, the defendants of course could not not have set up variance, but owing to the plaintiffs having drawn them up as they have, also having made alterations in some documents and not in others, they have given the defendants an opportunity of endeavouring to avoid their ordinary liabilities. Now what are these documents? It seems that, in spite of their being, so to speak, in duplicate, yet in view of the clause as to non-arrival that I have quoted above, they cannot be considered (even if there were no variations) completed contracts on March 13, 1896, and March 17, 1896, respectively, and that they are merely indents. In other words, that before they became perfected contracts arrival and notification of arrival were essential features. That being my view, it follows that acceptance of a portion of the goods and payment of a portion of the money is a complete ratification. There is no dispute as to the amount of damages, so that there will be judgment for $1000 and costs.

Mr. Francis said the defendant had ceased to do business and he asked for immediate execution. In answer to His Lordship he said he had no grounds but that the defendant had stopped trading.

His Lordship said that he would not grant immediate execution unless he had more grounds.

THE PROMISSORY NOTE CASE.

Cheng Yu Ting, money-lender, sought to recover $2,300 on three promissory notes signed by Ma Pak To second defendant and guaranteed by Chun Yum, first defendant.

Mr. J. F. Reece appeared for the plaintiff, Mr. J. J. Francis Q.C. (instructed by Mr. H. L. Denny) for the first and Mr. C. D. Wilkinson for the second defendant.

Plaintiff's son gave evidence and said he went to the first defendant for interest and was told by him that he would send the second defendant to settle it.

The case of the plaintiff was completed.

Mr. Francis said that the case for the defence amounted to an absolute denial of the making or giving of the so-called promissory notes sued on. No such notes had ever been made and he declared them to be forgeries and that the defendants were never indebted to the plaintiff in such an amount. It was unfortunate that they had transactions with the plaintiff. Ma Pak To borrowed from him once $600 and another time $500. In September, 1895, $600 was actually borrowed, as stated by the plaintiff, with interest at 2 per cent. The first defendant guaranteed it and the full amount was paid on the 8th moon last year. A sum of $500 was borrowed on 2nd June, 1896, and that sum had also been repaid. The defendants' note had been in their possession for this reason: Ma Pak To had been able to pay for himself the whole sum of $600. On the second note he had not the money and had to borrow $100 from the first defendant. The sum of $30, as stated by the plaintiff, was borrowed by Ma Pak To from him, which was repaid. Besides these three transactions, which had all been settled, there were no others.

Chun Yum, first defendant, said he was compradore of Gilman & Co. The documents were not signed by him and he had never owed plaintiff any money.

The second defendant denied owing plaintiff any money. The promissory notes were not signed by him and all his loans had been repaid.

Mr. Francis, in addressing the Court, said that the plaintiff's case was what was contained in his books, which could not be depended upon, as they were wholly irregular in the method in which they were kept. Although there was no doubt that there had been a $500 loan, there was no entry in the book. The whole case rested on the plaintiff's evidence, which was utterly unsupported. The evidence for the defence had not been in the least invalidated by cross-examination or what was said for the plaintiff. The case was, on the face of it, a deliberate attempt to defraud the first defendant of $1,300. The promissory notes had been forged and he had pointed out how, by means of getting the defendant to write on fans, his writing and signature were imitated. They professed it was in Ma Pak To's handwriting, but they would not have said this if they had not some resemblances. The fact that they had not seen Chun Yum's signature was conclusive evidence as to what had been done to the promissory notes. It was also an extraordinary thing that the same men who had paid their interest fully and regularly up to January this year did not pay one cent of interest from that day.

Mr. Wilkinson said that plaintiff would naturally endeavour to make his books appear to be correct and only produced two small books which could be entirely made in one or two days. His whole claim was founded on the original loan of $600. If his Lordship would look at the entries he would find that they were prepared for this purpose.

Mr. Reece, for the plaintiff, said it was more probable that the defendants were trying to escape liabilities than that the plaintiff was concocting a case.

Judgment was reserved.

FRENCH SHIPPING IN THE FAR EAST.

Some time ago the French Minister of Commerce sent M. Henri Fromageot on a mission to the ports of China and Japan, the task imposed upon him being to discover whether, in that part of the world, French trade was prospering or otherwise. His mission accomplished, M. Fromageot has just returned to his mother country, and has sent in his report to the Minister, and the report is published in the *Moniteur Officiel du Commerce*. It is anything but a satisfactory document, from a French point of view, and the burden of it may be condensed into a few words, viz., suppress the Messageries Maritimes Company and the tricolour flag will then never be seen in the Far East excepting at the mast-head of a French warship. It is not that there is nothing to be done in the matter, M. Fromageot points out, but that in fact nothing is done. The maritime commercial movement in the Chinese ports open to Europeans reached, in the year 1894, the figure of 15,000,000 tons, entries and departures combined, and the movement in the ports of Japan amounted to 2,500,000 tons. To this may be added the trade with Java and the Philippines, representing nearly 2,000,000 tons, and that of the French possessions in Cochin China, amounting to nearly 1,000,000 tons, so that here we have a total of more than 20,000,000 tons of shipping crossing the ocean and landing and embarking merchandise, and in all this grand movement the French flag takes only a very infinitesimal part. M. Fromageot counted more than 1,000 British steamers in the Chinese and Japanese seas, as well as 400 German vessels, and "two times per month" he noted the presence in those waters of a packet-boat of the Messageries Maritimes. He went further south and made the same kind of discovery. He found that 6,000 ships visited the ports of the Australian Continent in the year 1894, and that of this number only forty-six belonged to the French mercantile marine, including those of the subsidised postal service worked by the Messageries Company. We are told that "the simple French trading vessel, which takes nothing out of the budget, but which lives or would live on its own resources, is never seen in these waters."

But M. Fromageot did not consider his task finished when he had testified to these disheartening facts, and he went across to the opposite shores of the Pacific. Between Valparaiso and Panama he found the Pacific Steamship Company contending with the vigorous competition of two German Companies—the Kosmos Line and the Hamburg-Pacific Line—and between Panama and San Francisco the same two flags were in rivalry. But where was the French flag? It was nowhere. Nevertheless in all the regions he visited M. Fromageot always found French merchants—not numerous, certainly, but active and influential. "Of the 500,000 tons of rice which Cochin China sends to Europe annually, nearly the whole quantity goes to feed the starch manufactories in France." Here, then, surely, was some work for French vessels. Again, to quote M. Fromageot: "The French are the greatest consumers of Australian wool; out of 500,000 bales exported from Australia annually, taking one year with another, 300,000 bales are destined for the French factories. Of the 700,000 quintals of coffee sent away from Central America, nearly two-thirds of the whole is shipped to Hamburg under the German flag, and disdainfully pass by the port of Havre, which was, and still pretends to be, the great European coffee market. And all these commodities, consumed by us, transformed by our industry, only touch at our ground, after having first been carried to London, Amsterdam, Hamburg, or Antwerp by British, German, Dutch, or even Norwegian vessels, to the exclusion of the French flag!" On the whole M. Fromageot is quite inconsolable, and he winds up thus: "Our flag will soon be as rare an object on the vast extent of the oceans as that of the Swiss Republic, which flag at least has very good reasons for not appearing there at all."

M. Fromageot seems to have overlooked Mr. Marty's Hongkong-Tonkin line of steamers, and he utterly ignores the fact that *one* French steamer trades between Saigon and Bangkok.

GIGANTIC RAILWAY ENTERPRISE.

A LINE WHICH PROMINENT CAPITALISTS PROPOSE TO BUILD.

VANCOUVER, August 23rd.

With Russia's great trans-Siberian railway more than three parts completed, financiers in Europe and America are considering plans for the construction of a line from Vancouver to and across Behring Strait to connect with the Siberian road, with every prospect of approval, so that this city may be destined to be the terminus of the two greatest railways in the world. When these works are completed, and perhaps both may be in 1905, New York and Liverpool will be joined by a tie of shining steel, and Governor Gilpin's dream, visionary as it must have been 30 years ago, will (says the Vancouver *World*) have become a fact. Behind this vision which carries a Chicago man to Liverpool over a route that includes only about three miles of open water, is a foundation of fact that cannot be ignored. It is reported in London that

APPLICATION HAS BEEN MADE

to the British Parliament by certain parties believed to be in the interest of three connecting trunk lines forming a transcontinental route from New York via Chicago, Milwaukee, St. Paul, Helena and Portland to Vancouver, for a concession or privilege to construct a line of railroad from the northwestern boundary of the United States through the British possessions bordering the Pacific ocean to the southern boundary of Alaska. Simultaneously with the securing of British consent to this scheme, it is reported bonds will be put upon the market for the construction of the international line through Alaska to Behring Sea, where, by joint arrangement with the Russian Government, by the use of bridges and a ferry line, connection will be made with the Siberian line round through Russian territory. How much truth there may be in the report may be judged from the fact that one of the railroads mentioned as an interested party is already preparing maps and advertising the new all-round-the-world route. It is one of the lines which will be obliged to help produce funds for floating the gigantic scheme, and it apparently has faith enough in the outcome to prepare for it at least eight years in advance of its inauguration as a completed fact. Work remaining as a necessity for the inauguration of this fact is not, however, so gigantic and improbable as it may at first seem. Liverpool and Paris, Paris and St. Petersburg, St. Petersburg and Krasnoyarsk, 3,000 miles east of the Russian capital, already are tied by lines of continuous steel, except for

THE SMALL GAP

between England and France. New York and San Francisco, San Francisco and Vancouver, the proposed southern terminus of the British-American line, are already connected. Russia's railroad in 1900 will be completed to Vladivostock. Sixty thousand people, not including experts and officials, are laboring on it daily. Not to exceed 1,500 miles from Behring Strait on the Siberian railroad will be Kottomangoo, a city about 500 miles east of Vladivostock. From Behring Strait to Vancouver is about 2,000 miles. Thirty-five hundred miles of railroad construction, now already an assured fact of the future, will fill in the gap of the "international" railroad. To the student of geography the crossing of Behring Strait presents no great difficulties. To railroad engineers it is not a serious problem. This strait is filled with islands so close together that no difficulty will be encountered in connecting them with bridges which will not be expensive of construction. Three miles of open water will then divide Russia and Alaska. A three-mile car ferry line to-day, when boats carrying loaded cars are sent from South Chicago to Peshtigo, from Ludington and Benton Harbor, Mich., to Manitowoc, Wis., presents no difficulties. Already students of railroad problems have given to the subject sufficient consideration to realise that the inauguration of the year 1905 will make possible of realisation Jules Verne's dream of "Around the World in Eighty Days," with a discount of over 50 per cent. Leaving out the proposed British-American road, they have figured that a trip around the world may then be made in 30 days. The amount of traffic which will seek this new around-the-world route can hardly be realized. Consul Monaghan, in a recent letter to the United States State Department, declares that the construction of the Siberian railroad is an event hardly second in importance to the cutting of the Suez canal. July 1st, 1904, he says, will probably see trains running from the Baltic Sea to the Japan Sea. Five thousand miles of steel rails have already been laid. One year from now trains are to run over the Siberian road to the Amoor river. Thence by fast passenger steamers post parcels and freight are to be pushed on to Chaborolka; thence, in 18 hours, over the South Russian sect on of the Siberian road, to Vladivostock, making the distance from London to the most important harbor of the Japan Sea 17 1-2 days. Ninety per cent. of the present travel to the far East, it is estimated, will seek the all-rail route when it is completed, especially when the cost of a first-class ticket from

LONDON TO VLADIVOSTOCK

will be but $110, as against the present fare via Brindisi and the Suez canal of $428. What this 90 per cent. means is astonishing. In 1895, 2,6938 passengers went via the Suez canal to China and Australia. For political, military and other reasons the compiler of these statistics drops 117,000 from the list of possible passengers for the Russian route, leaving 98,299. Taking from this 18,299 pilgrims, 40,000 East Indian travellers, and adding 10,000 who hitherto have gone via the American trans-continental lines, 10,000 West Europeans who annually go to the Far East for pleasure, and we get 60,000 mostly first-class passengers who will use the new route. The freight over the new road to the east and that from the west naturally will be that which pays the highest charges—furs, gold, platinum and tea. Many of these commodities will go to Europe out of Siberia itself. That land is rich in minerals of all kinds, especially the Ural district. Siberian furs are known the world over. It may not be long before we will hear the conductors at the depot call out: "All aboard for Siberia, Japan and Korea. Take this car for St. Petersburg, Berlin, Paris and London, direct."

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on ten years' observations to 1893.

Barometer	29.818
Thermometer	80.1
Humidity	77
Rainfall	8.58

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.86	29.17
Thermometer	76	80
Humidity	65	64
Rainfall	0.02	.....

TO-DAY.

Wednesday, 15th September, 1897.
(Ember Day)

Chinese—*19th of 8th moon of 23rd year of Kwong-sü.*
Jewish—*18th Elul, 5657.*
Mohammedan—*17th Rabia II., 1315.*
Sun—*Rises* ..... *5hr. 15min.*
Sets ..... *6hr. 3min.*
High water—*Morning* ..... *11hr. 39min.*
Afternoon ..... *11hr. 9min.*
Low water—*Morning* ..... *5hr. 21min.*
Afternoon ..... *5hr. 51min.*

ANNIVERSARIES.

1841—The British barque *Kite* wrecked in Formosa Channel.
1859—Sir J. K. Brunel died.
1875—Tonkin ports opened to foreign trade.
1880—Serious disturbance at the French Cathedral, Canton; several rioters shot.
1887—The Chinese transport *Wayles* lost on Pescadores with 370 lives.
1894—Pingyang captured by the Japanese.

TO-MORROW.

Thursday, 16th September, 1897.
(St. Editha, Virgin.)

Chinese—*20th of 8th moon of 23rd year of Kwong-sü.*
Jewish—*19th Elul, 5657.*
Mohammedan—*18th Rabia II, 1315.*
Sun—*Rises* ..... *5hr. 15min.*
Sets ..... *6hr. 2min.*
High water—*Afternoon* ..... *0hr. 18min.*
and 11hr. 36min.
Low water—*Morning* ..... *6hr. 11min.*
Afternoon ..... *5hr. 10min.*

ANNIVERSARIES.

1701—James II of England died.
1831—New Convention between Germany and China ratified at Peking.
1884—Public meeting at Shanghai *re* Franco-Chinese difficulty.
1896—Commodore Holland hoisted his pennant on H.M.S *Victor Emanuel.*

SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian (*Yamashiro Maru*) 17th inst.
Indian (*Arratoon Apcar*) 17th inst.
English (*Mirzapore*) 18th inst.
American (*Peru*) 23rd inst.
Australian (*Changsha*) 23rd inst.
German (*Preussen*) 24th inst.
French (*Caledonien*) 28th inst.
American (*Coptic*) 1st prox.
English (*Thames*) 5th prox.
Canadian (*Empress of China*) 6th prox.
German (*Sachsen*) 21st prox.

* * *

THE N. P. S. S. Co.'s steamer *Tacoma* arrived at Tacoma from Yokohama on the 13th inst.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver (or Yokohama) on the afternoon of the 13th inst.

* * *

THE China Navigation Co.'s steamer *Changsha* from Australian ports, left Port Darwin on the 14th inst., and may be expected here on or about the 23rd inst.

* * *

THE China Mutual Steam Navigation Co.'s steamer *Oanfa* from Swansea and Liverpool, left Singapore for this port this morning, and may be expected here on or about the 21st inst.

* * *

THE China Mutual Steam Navigation Co.'s steamer *Hyson* from Swansea, Glasgow and Liverpool, passed the Canal to-day, and may be considered due at Singapore on or about the 4th prox.

* * *

THE P. M. S. S. Co.'s steamer *Peru* with mails, etc., from San Francisco to the 24th ult., *via* Honolulu, has arrived at Yokohama, and left for this port *via* Inland Sea, Kobe, Nagasaki and Shanghai, this morning.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Kwangtai	steamer,	from	Shanghai
Teucer	"	"	Singapore
Hanoi	"	"	Hoihow
Braemar	"	"	Shanghai
Menghut	"	"	Bangkok
Olympia	"	"	Tacoma
Tatchsang	"	"	Swatow
Canton	"	"	Chinkiang
Sullberg	"	"	Canton
Pelyang	"	"	Canton
Tamsui	"	"	Swatow
Moefoo	"	"	Canton

Aggregating, 15,440 tons register.

DEPARTURES.

Flintshire	steamer,	for	Portland
Wuhu	"	"	Pakhoi
Tatchsang	"	"	Bangkok
Oolong	"	"	Yokohama
Daphne	"	"	Vladivostock
Yuensang	"	"	Manila
Haimun	"	"	Coast Ports
Tsinan	"	"	Australia
Kwangtai	"	"	Canton
Maria Valeria	"	"	Bombay

Aggregating, 13,189 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

City of Rio	in	Kowloon	Dock.
Pasig	"	"	"
Feihoo	"	"	"
Compania de Filipinas	"	"	"
Verona	"	"	"
Clara	"	"	"
H.M.S. *Undaunted*	"	"	"
Dupuscliu	"	"	"
Sullberg	"	"	"
Triumph	"	"	"
West York	"	Cosmopolitan	"
Jacob Christensen	"	"	"
Belgic	"	"	"
Braemar	"	"	"
Pelyang	"	"	"
Aslang	"	Aberdeen	"

SWATOW.

Arrivals.		*from*	*Agents.*
Sep. 14	*Tamsui*	Amoy	B. & S.
14	*Sishan*	Amoy	B. & Co.
14	*Yungching*	Amoy	C.M.S.N. Co.
14	*Wingsang*	Hongkong	J. M. & Co.
Departures.		*for*	*Agents.*
Sep. 14	*Tamsui*	Hongkong	B. & S.
14	*Wingsang*	Shanghai	J. M. & Co.
14	*Tatchsang*	Hongkong	L. & H.
14	*Sishan*	Saigon	B. & Co.

IN PORT—*Yungching.*

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION
ON
FRIDAY, the 17th September, 1897,
at 2.30 P.M.
at his Sales Rooms, Zetland Street, No. 2.
(For Account of whom it may Concern),
A LARGE QUANTITY OF
USEFUL HOUSEHOLD FURNITURE,
(Removed from Kowloon and the Higher Level for convenience).

Comprising:—
TAPESTRY COVERED, DRAWING ROOM SUITES, OVERMANTELS with GLASSES, HATSTANDS, EASY CHAIRS, WASHING STANDS, LARGE LADIES' DRESSING TABLES, DINING TABLES, WARDROBES with and without GLASSES, SIDEBOARDS, SIDETABLES, CHEST OF DRAWERS, CARPETS, SINGLE and DOUBLE IRON BEDS, WRITING DESKS, CROCKERY, GLASS-WARE, ELECTRO PLATED WARE, JAPANESE FRAMES and ORNAMENTS, CUTLERY, PICTURES, BATHROOM and KITCHEN REQUISITES, &c., &c., &c.

Also
A few fine Specimens of Carved BLACKWOOD WARE.

On View at the Undersigned's from THURSDAY, the 16th inst.
Catalogues issued prior to Sale.
TERMS OF SALE:—Cash on delivery, as Customary.

PAUL BREWITT,
Auctioneer.

Hongkong, 14th September, 1897. [1413

GOVERNMENT NOTIFICATION.
No. 366.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the 20th day
MONDAY,
the 20th day of September, 1897, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 4th September, 1897. [1406

Particulars and Conditions of the letting by Public Auction Sale, to be held Monday, the 20th day of September, 1897, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND at Hung Hom, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. NE.	SW.	SE.	NW.	Contents in Square feet.	Annual Rent.	Upset Price.
	Hung Hom Marine Lot 2.	Hung Hom	ft. 365	ft. 365	ft. 550	ft. 550	200,750	$ 1,358	$ 60,185

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 9th September, 1897. [1381

VICTORIA CHAPTER, No. 525, E.C.

AN EMERGENCY CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 21st inst., at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 10th September, 1897. [1385

Hotels.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1896. [35

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberality in *Menu*, Quality of Food and Perfection of Cuisine.

THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURTLES from the Straits.

The WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East.

In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, &c.

PICNIC and BATHING PARTIES supplied with light refreshments at a moment's notice.

ICE CREAM from 1 P.M. to 11 P.M.
COLD MEAT SUPPERS from 9 to 11.30 P.M.

THOMAS'S GRILL ROOM,
FREDERICK BISHOP,
Manager.

37]

NEW VICTORIA HOTEL.
ROTISSERIE.
MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates.

MADAR & FARMER,
Proprietors.

Hongkong, 3rd September, 1896. [34

Intimations.

CAN'T STOP IT!
A TIDAL WAVE OF POPULARITY.

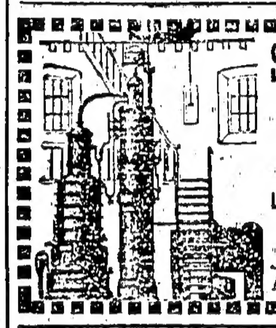
THE BEST MOST WHOLESOME

BEER.

WATKINS & CO., Sole Agents for Hongkong. [13

THE WORLD RENOWNED
FRENCH CORSETS
C. P. A LA SIRENE
Established 1839, PARIS.
Beware of Spurious Imitations
Only genuine if Labelled and Stamped
C. P. à la Sirène.

APPLY TO
M. OPPENHEIMER & Co., PARIS.



SETTING UP OF DISTILLERIES
Rice — Corn — Sugarcane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories — Preserves Factories
Laboratories of Druggists — Essences Factories
STEAM KITCHENS
EGROT & GRANGÉ, rue Mathis, PARIS
Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

Scott's Emulsion

contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

WANTED.

FOR the OFFICERS' MESS, 1st West Yorkshire Regiment, AN EXPERIENCED COMPRADORE, to cater for on an average 16 Officers at $1.25 per head per diem, inclusive of Morning and Afternoon Tea.

Applicants can be seen by the Mess President at the Mess Office, Murray Barracks, every day at 2.30 P.M.

Hongkong, 8th September, 1897. [1378

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1895. [457

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$185.

A special reliable Watch made for this Climate
Quality A.....$16
Quality B.....$12
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

41]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [40

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS,
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG. [91

SERRAVALLO'S
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

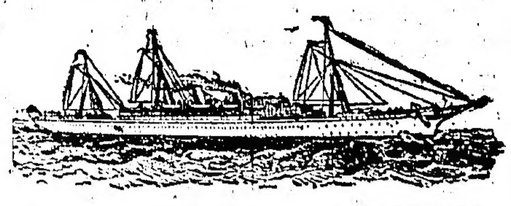
EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.

Hongkong, 1st September, 1896. [38

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 29th September.
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 27th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 22 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 1st September, 1897. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 21st Sept., at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 9th Oct., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 28th Oct., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 21st September, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897. [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [19

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 30th Sept., at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 19th Oct., at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama ..... Tuesday, 9th Nov., at Noon.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 30th Sept., 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

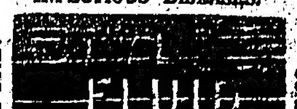
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1897. [1

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. 

SANITARY SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [81

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"ROHILLA,"

Captain F. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 23rd September, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Britannia* leaving that Port on the 16th October for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 10th September, 1897. [5

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £18.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Olympia	2,608	Tuesday ...	Sept. 28.
Columbia.....	2,605	Tuesday ...	Oct. 19.
Tacoma	2,549	Tuesday ...	Nov. 9.
Victoria	3,167	Tuesday ...	Nov. 30.
Olympia	2,608	Tuesday ...	Dec 21.
Columbia.....	2,605	Tuesday ...	Jan. 11.

THE Steamship

"OLYMPIA,"

Captain Truebridge, sailing at Noon, on TUESDAY, the 28th September, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), *viâ* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 7th September, 1897. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Preussen	Tuesday...	12th Oct.
Sachsen	Tuesday...	9th Nov.
Bayern	Tuesday...	7th Dec.
Prinz Heinrich ...	Tuesday...	4th Jan.

ON TUESDAY, the 12th day of October, 1897, at 9 A.M., the Company's Steamship "PREUSSEN," Captain P. Wettin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 9th Oct. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 11th Oct., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 11th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 14th September, 1897. [1408

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